

## REPORT

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**SUPPLEMENT TO  
REPORT NO.**

**THIS IS UNEVALUATED INFORMATION**

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Park of Heavily  
Damaged  
Locomotives

**Total**

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c. <u>Small Engine</u>	45	498
<u>Locomotives</u>		

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including:	passenger train locomotives	724
	freight train locomotives	1,991
	<del>tank locomotives</del>	<del>1,511</del>
	<b>total:</b>	<b>4,226</b>

~~CLASSIFICATION S-E-C-R-E-T~~

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## employment of serviceable locomotives:

in operation	2,789 units	<del>2,829 units</del>
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## employed for:

passenger traffic	859
freight traffic	1,017
light freight traffic	15
shunting operations	632
tank locomotives	233
miscellaneous	<u>33</u>
total	<u>2,789</u>
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~~Reserved to reserve pool:~~ 1,100 units

of which:	
Reserve of Ministry of Traffic	145
RBD	<del>243</del>
Railroad maintenance shops	<u>808</u>
total	<u>1,100</u>
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Break-down according to type:

passenger-train locomotives	125
freight-train locomotives	591
tank locomotives	<u>384</u>
total	<u>1,100</u>
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Rented Locomotives: 193 units

Temporarily deactivated locomotives (Pausenlokomotive)	177 units
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<u>4,259 units</u>
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b. Damaged Locomotives: 1,306 units

of which:	
under repair at RAW	828
under repair at railroad maintenance shops	239
waiting to be repaired	<u>239</u>
total	<u>1,306</u>
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Breakdown according to type:

passenger train locomotives	252
freight train locomotives	582
tank locomotives	<u>472</u>
total	<u>1,306</u>

c. Heavily Damaged Deactivated Locomotives: 910 units

of which:

foreign-owned locomotives 707

4. Grand Total: 6,475 units <sup>2</sup>

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3. In May 1955, one ~~locomotive~~ each of the newly developed locomotives of types 83 and 65 were transported from ~~the locomotive test plant~~ ~~to the locomotive test plant in Halle.~~ *VEB Lokomotivbau Karl Marx* ~~Leipzig~~ ~~Leipzig~~

Tests made with these locomotives had the following result:

a. Test locomotive of type-83 No 1001:

After 12 trips, the control mechanism for the supply of super-heated steam became unusable because of exudation of tin. The suction draught was wrongly calculated. The coefficient for steam consumption per hour and horsepower was 8, whereas a coefficient of 6.5 is normal. The blender and preheater pump leaked. With hard coal, the coal consumption of the locomotive was 30 to 40 percent above the normal consumption of the type-35 locomotive. Related to briquette units, the coal consumption was 30 percent above normal. The super-heat temperature was 380 degrees, the exhaust gas temperature was 420 degrees as against a normal temperature of 360 to 380 degrees. When briquettes were fired, the excess-air coefficient was 1.1 to 1.2; for hard coal firing, this coefficient was 1.40 to 1.45.

Unburned residues in the flue gases amounted to 6 percent, as against 0.5 to 1 percent normal. The front frame springs were out of alignment, presumably because the frame was distorted during welding operations.

Air supply at the ash pit was inadequate. The firing of the locomotive was difficult because the fire place was too low. This defect could not be eliminated because the fire boxes for all the locomotives of the series had already been completed. 3

- b. The testing of the locomotive of type-65 revealed similar shortcomings in addition to those mentioned under a. above. The number of fire tubes had to be increased from 144 to 158.
- c. When a type-99 narrow-gauge locomotive with a gauge of 1,000 mm was tested on 17 May 1955, the locomotive derailed near Drei-Annen-Hohne. The locomotive was withdrawn from traffic and turned in for a thorough check. 4

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1. Comment. As compared with the previous month, the number of standard gauge locomotives increased by one unit and the number of narrow gauge locomotives by two units. It is believed that these three locomotives have been manufactured. The number of serviceable locomotives increased.

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There were no noticeable changes in the categories of electric locomotives and ~~small~~-engine locomotives.

2. Comment. The figure for the total of steam locomotives agrees with the corresponding figure mentioned in paragraph 1. A comparison of the present figures with those reported for 12 April 1955, reveals the following:

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The number of serviceable locomotives increased by	240 units
the number of not serviceable locomotives decreased by	239 units
the number of locomotives kept as a reserve by RBDs increased by	23 units
the reserve of railroad maintenance shops increased by	205 units
the number of rented locomotives increased by	35 units
the number of temporarily deactivated locomotives increased by	73 units

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3. Comment. A total of 25 type-83 and 25 type-65 locomotives was scheduled to be manufactured in 1955. Information on defects of the newly manufactured locomotives were reported previously.

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4. Comment. A total of seven type-99 narrow gauge locomotives was scheduled to be manufactured in 1955. Drei-Annen-Hohne is on the Wernigerode - Sorge - Nordhausen narrow-gauge railroad line in the Harz Mts.

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